

E

EDCT-

(See EXPECTED DEPARTURE CLEARANCE TIME.)

EFC-

(See EXPECT FURTHER CLEARANCE (TIME).)

ELT-

(See EMERGENCY LOCATOR TRANSMITTER.)

EMERGENCY- A distress or an urgency condition.

EMERGENCY LOCATOR TRANSMITTER- A radio transmitter attached to the aircraft structure which operates from its own power source on 121.5 MHz and 243.0 MHz. It aids in locating downed aircraft by radiating a downward sweeping audio tone, 2-4 times per second. It is designed to function without human action after an accident.

(Refer to FAR Part 91.)

(Refer to AIM.)

E-MSAW-

(See EN ROUTE MINIMUM SAFE ALTITUDE WARNING.)

ENGINEERED PERFORMANCE STANDARDS- A mathematically derived runway capacity standard. EPS's are calculated for each airport on an individual basis and reflect that airport's aircraft mix, operating procedures, runway layout, and specific weather conditions. EPS's do not give consideration to staffing, experience levels, equipment outages, and in-trail restrictions as does the AAR.

EN ROUTE AIR TRAFFIC CONTROL SERVICES- Air traffic control service provided aircraft on IFR flight plans, generally by centers, when these aircraft are operating between departure and destination terminal areas. When equipment, capabilities, and controller workload permit, certain advisory/assistance services may be provided to VFR aircraft.

(See NAS STAGE A.)

(See AIR ROUTE TRAFFIC CONTROL CENTER.)

(Refer to AIM.)

EN ROUTE CHARTS-

(See AERONAUTICAL CHART.)

EN ROUTE DESCENT- Descent from the en route cruising altitude which takes place along the route of flight.

EN ROUTE FLIGHT ADVISORY SERVICE- A service specifically designed to provide, upon pilot request, timely weather information pertinent to his type of flight, intended route of flight, and altitude. The FSS's providing this service are listed in the Airport/Facility Directory.

(See FLIGHT WATCH.)

(Refer to AIM.)

EN ROUTE HIGH ALTITUDE CHARTS-

(See AERONAUTICAL CHART.)

EN ROUTE LOW ALTITUDE CHARTS-

(See AERONAUTICAL CHART.)

EN ROUTE MINIMUM SAFE ALTITUDE WARNING- A function of the NAS Stage A en route computer that aids the controller by alerting him when a tracked aircraft is below or predicted by the computer to go below a predetermined minimum IFR altitude (MIA).

EN ROUTE SPACING PROGRAM- A program designed to assist the exit sector in achieving the required in-trail spacing.

EPS-

(See ENGINEERED PERFORMANCE STANDARDS.)

ESP-

(See EN ROUTE SPACING PROGRAM.)

ESTABLISHED- To be stable or fixed on a route, route segment, altitude, heading, etc.

ESTIMATED ELAPSED TIME [ICAO]- The estimated time required to proceed from one significant point to another.

(See ICAO Term TOTAL ESTIMATED ELAPSED TIME.)

ESTIMATED OFF-BLOCK TIME [ICAO]- The estimated time at which the aircraft will commence movement associated with departure.

ESTIMATED POSITION ERROR (EPE)-

(See Required Navigation Performance)

ESTIMATED TIME OF ARRIVAL- The time the flight is estimated to arrive at the gate (scheduled

operators) or the actual runway on times for nonscheduled operators.

ESTIMATED TIME EN ROUTE- The estimated flying time from departure point to destination (lift-off to touchdown).

ETA-

(See **ESTIMATED TIME OF ARRIVAL**.)

ETE-

(See **ESTIMATED TIME EN ROUTE**.)

EXECUTE MISSED APPROACH- Instructions issued to a pilot making an instrument approach which means continue inbound to the missed approach point and execute the missed approach procedure as described on the Instrument Approach Procedure Chart or as previously assigned by ATC. The pilot may climb immediately to the altitude specified in the missed approach procedure upon making a missed approach. No turns should be initiated prior to reaching the missed approach point. When conducting an ASR or PAR approach, execute the assigned missed approach procedure immediately upon receiving instructions to "execute missed approach."

(Refer to AIM.)

EXPECT (ALTITUDE) AT (TIME) or (FIX)- Used under certain conditions to provide a pilot with an altitude to be used in the event of two-way communications failure. It also provides altitude information to assist the pilot in planning.

(Refer to AIM.)

EXPECTED DEPARTURE CLEARANCE TIME- The runway release time assigned to an aircraft in a controlled departure time program and shown on the flight progress strip as an EDCT.

EXPECT FURTHER CLEARANCE (TIME)- The time a pilot can expect to receive clearance beyond a clearance limit.

EXPECT FURTHER CLEARANCE VIA (AIRWAYS, ROUTES OR FIXES)- Used to inform a pilot of the routing he can expect if any part of the route beyond a short range clearance limit differs from that filed.

EXPEDITE- Used by ATC when prompt compliance is required to avoid the development of an imminent situation. Expedite climb/descent normally indicates to a pilot that the approximate best rate of climb/descent should be used without requiring an exceptional change in aircraft handling characteristics.